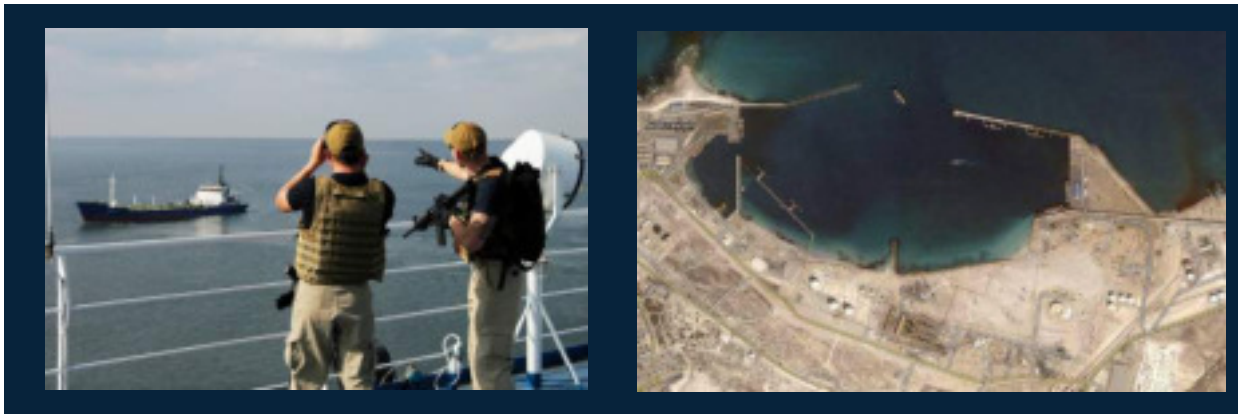




# Maritime Security Review

9 May 2016

Issue No. 18



MS | RISK

2 - 8 May  
2016

## Table of Contents

---

Table of Contents .....	2
Summary .....	3
<b>Gulf of Aden/Arabian Sea .....</b>	<b>4</b>
<i>Somalia</i> .....	4
<i>At Sea</i> .....	4
<i>Incident Map</i> .....	5
<i>Maritime Reporting</i> .....	5
<i>Weather Forecast for Gulf of Aden/Arabian Sea</i> .....	6
<i>Spotlight Report: Yemen</i> .....	8
<b>Gulf of Guinea .....</b>	<b>10</b>
<i>At Sea</i> .....	10
<i>Incident Map</i> .....	11
<i>Maritime Reporting</i> .....	11
<i>Weather Forecast for Gulf of Guinea</i> .....	13
<b>Southeast Asia .....</b>	<b>14</b>
<i>At Sea</i> .....	14
<i>Incident Map</i> .....	15
<i>Weather Forecast for Southeast Asia</i> .....	15
<b>Worldwide .....</b>	<b>16</b>
<i>Spotlight Report: Global Piracy Q1 Review (January – March 2016)</i> .....	16
<i>North America</i> .....	17
<i>Central America/Caribbean/South America</i> .....	17
<i>Atlantic Ocean Area</i> .....	17
<i>Northern Europe/Baltic</i> .....	17
<i>Mediterranean/Black Sea</i> .....	17
<i>Migration</i> .....	17
<i>Spotlight Report: Libya</i> .....	19
<i>Arabian Gulf</i> .....	19
<i>East Asia/Indian Subcontinent</i> .....	20
<i>Northeast Asia</i> .....	20
<i>Pacific Ocean/Southern Ocean</i> .....	20
<b>About MS Risk .....</b>	<b>21</b>

## Summary

---

### *List of Incidents at Sea for this Reporting Period*

#### Main Regions

**Gulf of Aden/Arabian Sea:** No current incidents to report

**Gulf of Guinea:** Three attacks, two suspicious approaches and an incident of fuel smuggling

**Southeast Asia:** No current incidents to report; update on a kidnapping incident that occurred on 26 March

#### Worldwide

**North America:** No current incidents to report

**Central America/Caribbean/South America:** One late reported incident

**Atlantic Ocean Area:** No current incidents to report

**Northern Europe/Baltic:** No current incidents to report

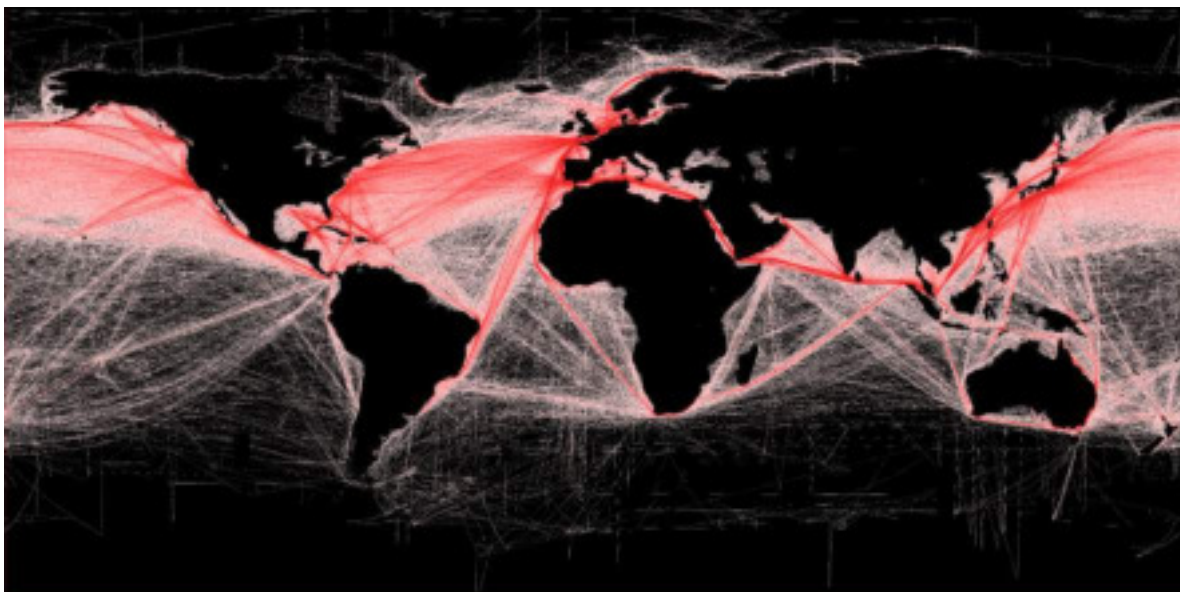
**Mediterranean/Black Sea:** One incident reported; update on the migration situation

**Arabian Gulf:** No current incidents to report

**East Asia/Indian Subcontinent:** No current incidents to report

**Northeast Asia:** No current incidents to report

**Pacific Ocean/Southern Ocean:** No current incidents to report



## Gulf of Aden/Arabian Sea

---

### Somalia

***Pirate and maritime crime activity in waters off East Africa remains at a low level. There were no incidents recorded during this reporting period.***

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

### At Sea

#### Hijacks

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boardings

- None reported during this period.

#### Vessels Boarded

- None reported during this period.

#### Kidnapping

- None reported during this period.

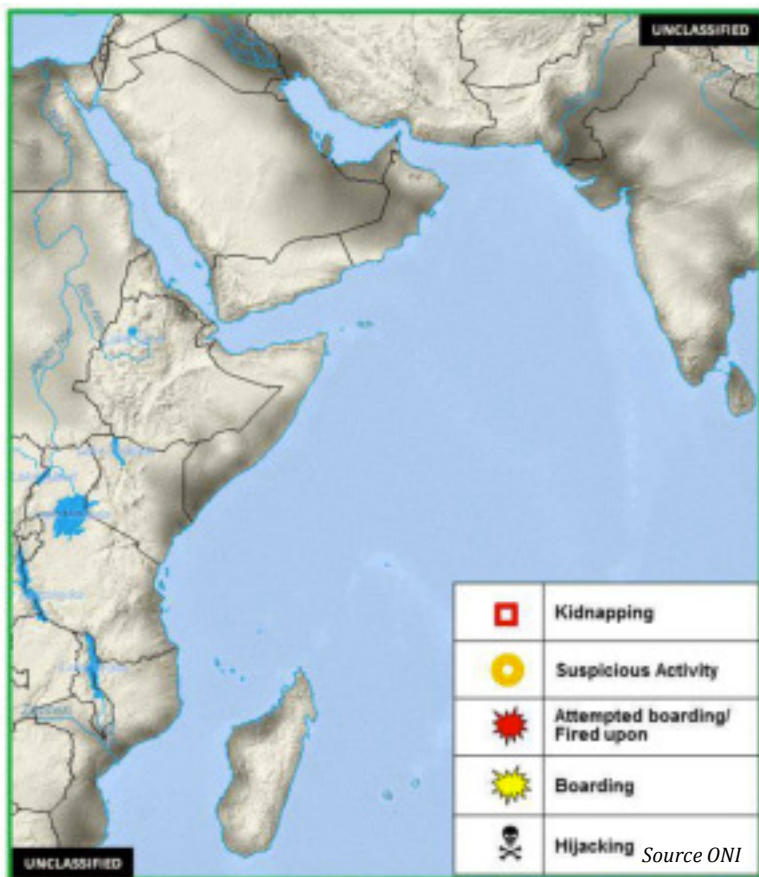
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

Incident Map

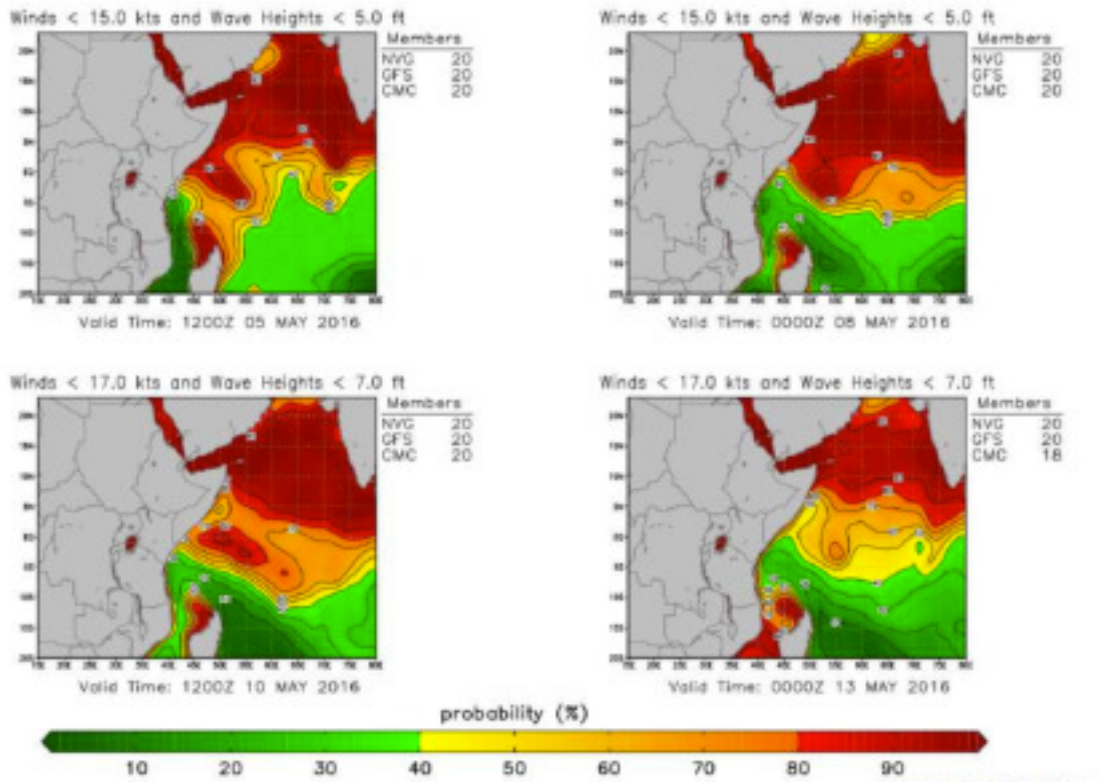


Maritime Reporting

- None reported during this period.

## Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.
  - **Extended Forecast:** West-southwest winds of 10 - 15 knots and seas of 3 – 5 feet.
- **Gulf of Oman:** East-northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the western section of the Gulf; with east-northeast winds of 15 – 20 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
  - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 2 – 4 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Gulf of Aden:** East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
  - **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section of the coastline.
  - **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots and seas of 5 – 7 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** Southeast winds of 10 – 15 knots and seas of 4 – 6 feet.
  - **Extended Forecast:** Southerly winds of 10 – 15 knots and seas of 1 – 3 feet.
- **Mozambique Channel:** South-southeast winds of 15 – 20 knots and seas of 6 – 8 feet in the northern Channel; with south-southeast winds of 25 – 30 knots and seas of 10 – 14 feet in the southern Channel.
  - **Extended Forecast:** Southeast winds of 20 – 25 knots and seas of 8 – 10 feet in the northern Channel; with south-southeast winds of 20 – 25 knots and seas of 12 – 14 feet in the southern Channel.
- **Surface Currents:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 1 – 2 knots.
- **Synoptic Discussion:** A developing low pressure system over Iraq will continue to track towards the east over the next 24 hours. Isolated rain showers and thunderstorms are expected as the cold front passes through the region, which will create impacts along the coastal regions of the north Arabian Gulf as high pressure continues to dominate the Arabian Sea.



Source ONI

## Spotlight Report: Yemen

As of 8 May, the following ports in Yemen are open:

- Aden
- Hodeidah
- Mokha
- Mukalla
- Salif

The remaining ports are closed due to the ongoing conflict between the pro-government coalition and Houthi rebels.

The city of al Mukalla has been a stronghold for al-Qaeda in the Arabian Peninsula (AQAP) since April 25. Conditions remain fluid at the port and in the surrounding region; there are residual risks due to the possibility of renewed skirmishes or other operational hindrances. The port continued operations while the region was under AQAP control; it is likely that there will be pressure by the Saudi coalition to keep the port open for aid relief, trade and military operations. Masters and owners must take applicable precautions and exercise judgement when transiting this area and carefully review conditions if calling at the port. Security hazards remain as we have been reporting over the previous 12 months.

## Activity Report

- None reported during this period.

## Procedure

MS Risk advises extreme caution for vessels traveling through the region. There is an increase of violence and criminal activity ashore. Shipping vessels should remain aware of the situation at all times, including changes to protocol when entering Yemeni maritime waters.

All vessels calling Yemeni ports should first obtain entry permission from the Ministry of Transport through the ships agent and/or receivers, prior to the vessel's arrival.

Vessels calling at Yemeni ports will be allowed to enter Yemeni territorial waters following an inspection by coalition forces. Vessels should submit the application 7 to 10 days in advance of arrival in order to avoid lengthy delays in port entry.

The Saudi Arabian coalition requires notice of arrival at 3 nautical miles outside Yemen's territorial waters and the entrance to the Red Sea Traffic Separation Scheme. Shipmasters can contact the coalition task force on VHF Chanel 16. Once approval is granted, an anchorage position outside of Yemeni waters will be specified by the coalition forces until final approval is issued for port entry.

Coalition forces will require the following information upon notice of arrival:

- Name of vessel
- IMO Number
- Call Sign
- Port of Registry



- Type of Vessel
- Last Port of Call
- Number of Crew on Board
- Next Port of Call

*IF NEXT PORT OF CALL IS AT YEMENI PORT:*

- Nationality of Crew and Master
- Load Port
- Nationality of Armed Guards Aboard, if Applicable
- Cargo (Type and Quantity)
- Type and Number of Arms and Ammunition

Coalition forces require AIS to be kept on at all times. Once entry to port is granted, the shipmaster must register arrival with Port Control Services on VHF Channel 14 or 16. The Master must then await allocation of an anchorage position until berthing prospects are confirmed by the harbour master. The situation is subject to change; owners and shipmasters should check frequently with local sources for any changes.

## Gulf of Guinea

---

*Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a high level. There were three attacks, two suspicious approached and an incident of fuel smuggling.*

*In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased, with a number of incidents reported. With the hijacking of a tanker off the coast of Ivory Coast earlier this month, pirates may be actively seeking to hijack another vessel. While the entire Gulf of Guinea region remains at a high risk to piracy, MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.*

### At Sea

#### Hijacks

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boarding/Attack

- **5 May 2016 (Nigeria)** – An underway tanker reported being attacked by robbers near position 03:54 N – 005:32 E, approximately 36 nautical miles southwest of the Bayelsa coastline. The robbers chased the vessel, then reportedly fired upon the vessel. An embarked contingent of Nigerian Navy personnel and anti-piracy measures taken by the vessel's crew prevented a boarding.
- **3 May 2016 (Nigeria)** – A soldier was injured while four gunmen were killed in an unsuccessful ambush by sea pirates in Peregbene, along the Ogbia-Nembe waterways, Bayelsa State. Security operatives attacked to the Joint Task Force, Operation Pulo Shield, reportedly overpowered the gang of sea robbers during a shootout, killing four members of the gang in the process. According to military sources, a Nigerian Army soldier was injured in the gun battle, which lasted for over an hour.
- **28 April 2016 (Nigeria - Late Report)** – A tanker was attacked near position 03:56 N – 004:43 E, approximately 67 nautical miles southwest of Bayelsa. The robbers fired on the vessel and attempted to board, but armed guards aboard the ship returned fire and the robbers retreated.

#### Vessels Boarded

- None reported during this period.

#### Kidnapping

- None reported during this period.

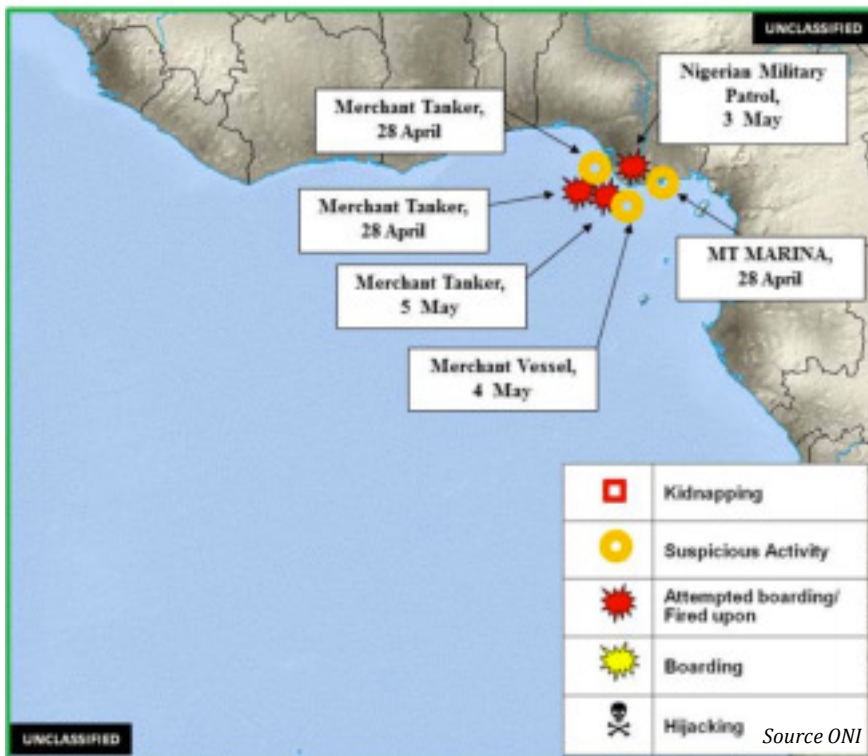
#### Suspicious Activity

- None reported during this period.

### Other Activity

- **4 May 2016 (Nigeria)** – A speedboat approached an underway vessel near position 03:54 N – 005:17 E, approximately 60 nautical miles southwest of Brass. Armed guards aboard the vessel fired warning shots and the speedboat turned away.
- **28 April 2016 (Nigeria - Late Report)** – A speedboat made a suspicious pass against an anchored tanker near position 04:19 N – 004:26 E, vicinity of Bonga Oil Platform. Armed guards on the vessel fired warning shots and the speedboat moved away.
- **28 April 2016 (Nigeria - Late Report)** – The Nigerian Navy arrested *MT MARINA* and its crewmembers as they were alleged to be carrying 100 metric tons of illegally refined diesel fuel. The arrest occurred on the Sombreiro River, in Rivers State.

### Incident Map



### Maritime Reporting

- **5 May 2016** – According to US energy company Chevron, militants attacked a Chevron platform in Nigeria's oil-rich Niger Delta region late on Wednesday, amidst growing fears of a revived militant campaign in the region. In a statement, the US energy company disclosed that Chevron Nigeria Limited, operator of a joint venture with the Nigerian National Petroleum Corporation (NNPC), indicated that an

attack occurred at about 11:15 PM (2215 GMT) on Wednesday. The incident occurred four nautical miles from Escravos, near Warri, in Delta state. Chevron disclosed in its statement that “its Okan offshore facility in the Western Niger Delta region was breached by unknown persons,” adding “the facility is currently shut-in and we are assessing the situation, and have deployed resources to respond to a resulting spill.” The Nigerian Navy is working with other security agents in order to track down the culprits. While there was no immediate details of any casualties, a group known as the Niger Delta Avengers has claimed responsibility for the attack, indicating in a statement that they blew up the platform. The group also stated, “this is what we promised the Nigerian government since they refuse to listen to us,” referring to previous statements that they want a greater share of oil revenues. The same group has indicated that it carried out an attack on a Shell oil pipeline in February, which shut down the 250,000 barrel-a-day Forcados export terminal. Attacks on oil and gas facilities have increased since January this year when Government Ekpemupolo (Tompolo) was declared wanted on multi-million-dollar corruption charges. The former leader of militants who wreaked havoc in the creeks and rivers of the Delta region in the 2000s has been accused of defrauding the Nigerian government of more than US \$175 million. A court in Lagos has been told that the offences linked to government maritime security contracts are alleged to have taken place between 2012 and last year. Tompolo, an ally of former president Goodluck Jonathan, was a prominent leader of the Movement for the Emancipation of the Niger Delta (MEND), which demanded a fairer share of oil revenue for local people. The Niger Delta Avengers group is believed to involve Tompolo’s supporters, who are unhappy about the charges against him and the winding down of a government amnesty programme that ended the unrest in 2009. Tompolo however has previously disclosed that he is not part of the group.

- **3 May 2016** – According to a maritime report, ransoms of up to US \$400,000 (£273,000) have been paid to gangs, which hijacked vessels in the Gulf of Guinea in 2015, adding that the region was the most dangerous in the world for seafarers, with pirates becoming more violent. According to the report, which was compiled by US-based group Oceans Beyond Piracy, a total of 32 seafarers had been kidnapped so far this year, compared with 15 in 2015, adding that kidnapping for ransom took place mainly in the oil-producing areas off Nigeria’s coast. One of the most high-profile cases was that of the Malta-flagged MT Kalamos, an oil super tanker, which was attacked in February 2015. The State of Maritime Piracy 2015 report disclosed that the tanker’s abducted crew was freed after the US \$400,000 ransom was paid. It did not say who had paid the ransom. According to the report, “in most kidnapping incidents the pirates board the vessel after firing at the bridge to suppress any opposition and intimidate the crew, and then proceed to isolate the ranking officers and engineers, who net the highest ransoms,” adding that “time permitting, the pirates loot the vessel as well, sometimes spending a few hours aboard. They then escape with the three or four crew members who will be held onshore during negotiations.” In most cases, victims were held on small islands in Nigeria’s Niger Delta region, with the report noting that “the same pirate gangs responsible for these attacks are likely the same groups responsible for kidnapping and violence in the Niger Delta.” The report noted that the increase in kidnappings appears to be linked to political developments in Nigeria. Last May, President Muhammadu Buhari took office after he defeated the incumbent Goodluck Jonathan in elections that were held in March 2015. The report states that “while the anticipated spike in kidnappings prior to the March presidential election did not materialize, the elections dramatically impacted maritime security and will reverberate well into 2016.” President Buhari’s government has dismissed maritime security chief Patrick Ziadeki Akpobolokemi and it has also cancelled a security contract that was given to the Global West Vessel Specialists firm, which is linked to former oil militant Government Ekpemupolo (Tompolo).
- Shipping officials reported on Tuesday that pirate gangs operating in waters in West Africa are switching to kidnapping sailors and demanding ransom rather than stealing oil cargoes. This change

in tactics has been attributed to low prices, which have made it harder and less profitable to sell crude. In its annual report, the US foundation Oceans Beyond Piracy (OBP), which is backed by the shipping industry, reported that attacks in the Gulf of Guinea have become less frequent partly due to improved patrolling. However the report also that lower oil prices had an impact as well. According to OBP's Matthew Walje, "they have had to move towards a faster model and that faster model is kidnappings," noting that ransom pay-outs were as high as US \$400,000 in one incident. He further disclosed that "it only takes a few hours as opposed to several days to conduct the crime itself," adding, "fuel prices have fallen, which cuts into their bottom line." OBP has reported that violence has also risen, including mock executions, adding that last year, 23 people were killed by pirates in the region.

### Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
  - **Extended Forecast:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
- **Synoptic Discussion:** Expect partly to mostly cloudy conditions for the Gulf of Guinea with associated rain showers.

## Southeast Asia

---

***Pirate and maritime crime activity in waters off Southeastern Asia remains at a high level. There were no incidents reported during this period, just an update on a kidnapping incident that occurred on 26 March.***

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

### At Sea

#### Hijacks

- None reported during this period.

#### Kidnapping

- **26 March 2016 (Philippines – Late Report)** – The tug *BRAHMA 12* and barge *ANAND 12* were attacked and the crew of ten Indonesian sailors was kidnapped. The crew was transporting coal from Indonesia to the Philippines when they were hijacked. Subsequent reporting indicates that they were kidnapped by the Abu Sayyaf Group, which is a Philippines-based Islamist group that is notorious for bombings and kidnappings and which has pledged allegiance to the so-called Islamic State (IS) group. A large ransom has been demanded for the safe return of the sailors. The tug has been found, while the barge is still missing. **Update (1 May 2016)** – The ten sailors were released unharmed and in good health.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boardings

- None reported during this period.

#### Vessels Boarded

- None reported during this period.

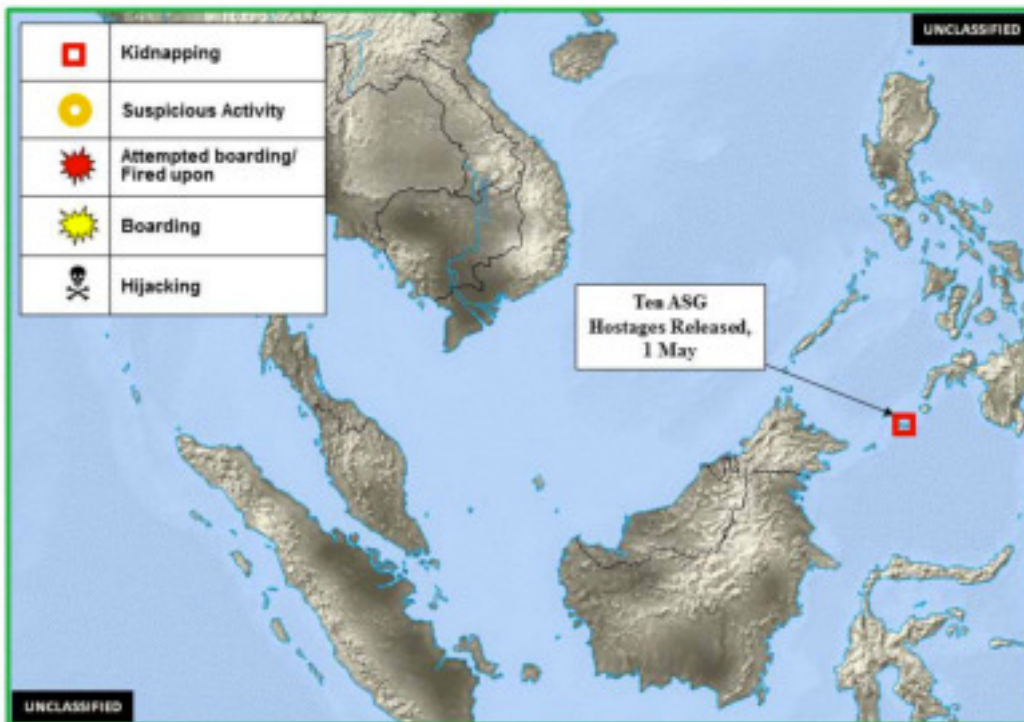
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Incident Map



Source ONI

## Weather Forecast for Southeast Asia

- **Southern South China Sea:** Easterly winds of 5 – 10 knots and seas of 1 – 3 feet.
  - **Extended Forecast:** Easterly winds of 5 – 10 knots and seas of 1 – 3 feet.
- **Malacca Strait:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
  - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
- **Andaman Sea:** West-northwest winds of 8 – 13 knots and seas of 2 – 4 feet.
  - **Extended Forecast:** West-northwest winds of 8 – 13 knots and seas of 2 – 4 feet.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knot, while currents in the Andaman Sea average 1 – 2 knots.
- **Synoptic Discussion:** Fair weather and seasonal trade winds coupled with the Inter-Tropical Convergence Zone (ITCZ) dominates the region. Isolated thunderstorms and rain showers will continue to affect the Malacca Strait and Andaman Sea due to the tropical diurnal influence.

## Worldwide

---

### *Spotlight Report: Global Piracy Q1 Review (January – March 2016)*

The International Maritime Bureau (IMB) has reported in its quarterly summary that it recorded 37 incidents of piracy and armed robbery at sea worldwide in the first three months of 2016, down from 54 that were reported during the same period in 2015. Of these incidents, there were three vessel hijackings, 29 boardings, 26 crewmembers kidnapped and another 28 held hostage.

While pirate attacks on the high seas continue to decline, the IMB has warned of “unacceptable violence” by seaborne bandits operating off West Africa.

#### **West Africa: Nigeria of Growing Concern**

While since 2012, world piracy has been declining, after international naval patrols were launched off East Africa in response to pirate attacks in the region, the focus of concern has now moved to waters off Nigeria, particularly waters off Ivory Coast and Nigeria, which during this period account for the world’s two of the three reported hijackings, including all 28 hostages.

According to the IMB, Between January and 10 March, attacks that were reported off the coast of Nigeria typically involved armed pirates stealing cargoes of fuel oil. It also reported that 44 ship crewmembers were abducted during this period. Pottengal Mukundan, the director of the London-based global watchdog, has stated that “reports in the last quarter indicate unacceptable violence against ships and crew in the Gulf of Guinea, particularly around Nigeria.

#### **Southeast Asia**

The IMB has reported that incidents in waters off Southeast Asia dropped sharply between January and March 2016, noting that this followed a spike in attacks against mostly small fuel tankers last year. The IMB has credited this decline to enforcement action carried out by Malaysian and Indonesian authorities.

While the IMB recorded just six incidents in the region in the first quarter, compared to 30 in the same period last year, the IMB’s Kuala-Lumpur-based Piracy Reporting Centre has issued an alert advising vessels transiting the region to exercise extreme caution in waters between the southern Philippines and eastern Malaysia. The warning was issued after a trio of recent attacks carried out by heavily armed men who took several crew hostage. While authorities have yet to disclose who is suspected to be behind the kidnappings, Philippine-based Islamic extremists have in the past taken hostages from nearby Malaysian shores. Eighteen Indonesian and Malaysian sailors, who were abducted over the past month, are believed to be held by the Abu Sayyaf group in the southern Philippines.

There were no incidents of tanker hijackings for the purpose of oil cargo theft reported in Asian waters since September 2015.



## Somalia

While no pirate attacks have been recorded in Somalia during this period, as of 31 March 2016, the IMB reports that Somali pirates continue to hold 29 crewmembers for ransom. The IMB advises shipmasters to remain vigilant in waters off Somalia and follow the industry's Best Management Practices while sailing through these waters, especially as the situation onshore in Somalia remains fragile and the threat of Somali piracy has not been eliminated.

## North America

No current incidents to report

## Central America/Caribbean/South America

No current incidents to report

## Atlantic Ocean Area

No current incidents to report

## Northern Europe/Baltic

No current incidents to report

## Mediterranean/Black Sea

### Migration

- **6 May 2016** – The Italian Navy reported on Friday that Italian vessels have helped rescue nearly 1,800 migrants from boats trying to reach the country from North African in the last 24 hours. This effectively indicates that numbers are rising as the weather warms up. According to the Navy, 1,759 migrants were rescued in ten operations, which involved the Italian Navy, coastguard and finance police as well as the European Union's external borders agency Frontex and the medical charity Medecins Sans Frontieres (MSF). A statement released by the Navy further disclosed that the Italian frigate Grecale was taking the migrants to the Sicilian port of Augusta, where they are expected to arrive on Saturday morning. The statement provided no information of the nationalities of the migrants. The latest arrivals were picked up

in the Strait of Sicily. They will bring the total of migrants reaching Italy by boat so far this year to more than 30,000, a slight increase in the same period of 2015. Humanitarian organizations have indicated that the sea route between Libya and Italy is now the main route for asylum seekers heading for Europe, after a EU deal with Turkey dramatically slowed the flow of people reaching Greece. Officials fear that the numbers trying to make the crossing to southern Italy will increase as sailing conditions improve in warmer weather.

- **3 May 2016** – On Wednesday, Italy’s coastguard indicated that it had rescued 42 migrants from a sailboat off the coast of Puglia, in the southeastern heel of mainland Italy. In the past, most rescues have occurred in waters off the Italian Island of Lampedusa, which is located close to Tunisia, or near Sicily.
- **2 May 2016** – On Tuesday, the International Organization for Migration (IOM) reported that over the past weekend, an estimated 113 people died in four shipwrecks that occurred between Libya and Italy as the crossing becomes the preferred sea route for migrants to Europe. With the closing of land routes in the Balkans and a recent deal under which Greece sends migrants back to Turkey, Italian officials have disclosed that they expect that more people will try to make this longer and much more dangerous crossing from Libya. According to the Italian Coast Guard, in one of four incidents, an Italian merchant ship rescued 26 people off the coast of Libya in rough seas, adding that others are feared missing. Citing survivor testimony, IOM reported that 84 people appeared to be missing from that wreck, while at least 29 drowned in two other attempted crossings in rubber dinghies of the Channel of Sicily. According to IOM spokesman Joel Millman, “just since Friday we know of 4 shipwrecks and 113 people killed, just off Libya.” Speaking at a news conference, Millman added that “it is becoming the preferred route. So therefore we are very mindful of what could be coming in the next few months,” adding that migrants from West Africa, especially Nigerians, and the Horn of Africa, dominate the Libya-Italy route, which Syrians, Afghans and Iraqis are not taking for now. The IOM is still investigating a fourth incident. The agency has reported that in all, 1357 migrants and refugees perished at sea during the first four months of the year, mostly along the Central Mediterranean route, against 1,733 during the period in 2015. The IOM has reported that since January, 28,593 migrants and refugees have arrived by se in Italy while 154,862 have arrived in Greece.

## Spotlight Report: Libya

Libya's security situation remains critical; extreme caution is advised for commercial vessels operating in Libyan waters. Libya faces a significant rise in terrorism by Islamic State in Libya, which has now incorporated attacks via maritime trajectory. There is a significant threat to commercial vessels attempting to approach Libyan ports.

### Port Status as of 8 May 2016

Port Name	Port Status	Risk Level	Risk Change
Port of Abu Kammash	Open	Low	
Port of al-Khums (Homs)	Open	Low	
Port of As-Sidra (Sirte, Es Sider)	<b>Closed</b>	High	
Port of Benghazi	<b>Closed</b>	High	
Port of Bouri (offshore port)	Open	No Known Risk	
Port of Derna	<b>Closed</b>	High	
Port El Brega (Marsa El Brega)	Open	High	Upgraded from Low. 1/16
Port of Hariga	Open	Medium	
Port of Mellitah	Open	Medium	
Port of Misrata (Qasr Ahmed)	Open	High	
Port of Ras Lanuf	<b>Closed</b>	High	
Port of Tobruk	Open	Medium	
Port of Tripoli	Open	High	
Port of Zawiya (Zawia)	Open	Medium	
Port of Zueitina	<b>Closed</b>	High	Upgraded from Medium. 1/16

### Incidents

No current incidents to report

### Arabian Gulf

No current incidents to report

*East Asia/Indian Subcontinent*

No current incidents to report

*Northeast Asia*

No current incidents to report

*Pacific Ocean/Southern Ocean*

No current incidents to report

## About MS Risk

MS Risk is a privately owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

- Security Consulting
  - Risk assessments and intelligence reporting
  - Planning and management
  - Due diligence and investigations.
- Project Management
  - Interim security
  - Training
  - Special assignments
- Crisis Response
  - Crisis management
  - Business continuity management
  - Hostile operations support to commercial interests
- Virtual Security Director service for clients lacking a full time security executive.

References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

### 24 hr Contact Information:

Email: [operations@msrisk.com](mailto:operations@msrisk.com)

Telephone: +44 207 754 3555



South Suite, Ragnall House, 18 Peel Road  
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555  
[www.msrisk.com](http://www.msrisk.com)

**Directors**

S.J. Bingham, P.A. Crompton, P.O.J. Tracy  
Registered in the Isle of Man No. 007435V